

- 24°23'15"N, 130°47'52"E.
- 25°26'15"N, 131°41'52"E.

PUB 120 (Continued)

- c. 25°13'15"N, 132°30'52"E.
- d. 24°00'16"N, 132°59'52"E.
- e. 24°00'15"N, 131°22'38"E.
- f. 24°07'33"N, 131°10'25"E.

15. Mike Mike (ESE of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions:

- a. 25°41'15"N, 128°51'53"E.
- b. 25°48'37"N, 129°02'19"E.
- c. 25°44'15"N, 129°25'52"E.
- d. 25°44'15"N, 130°10'52"E.
- e. 25°43'24"N, 130°35'52"E.
- f. 25°41'15"N, 130°44'52"E.
- g. 24°53'15"N, 130°03'52"E.

16. Golf Golf (air space) (ESE of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions:

- a. 25°41'15"N, 130°44'52"E.
- b. 25°26'15"N, 131°41'52"E.
- c. 24°23'15"N, 130°47'52"E.
- d. 24°53'15"N, 130°03'52"E.

(Annex to Jpn NM 37/03)

42/03

Page 108—Line 18/R to Page 109—Line 52/L; read:

U. S. Air Force, Japan Training Areas

1. Central Honshu Air to Air Range (Kashima Nada, E Coast of Honshu).—Area bounded by the following parallels and meridians:

- a. 36°00'12"N.
- b. 36°40'11"N.
- c. 141°04'48"E.
- d. 141°20'48"E.

2. Kyushu Air to Air Range (W of Tsuno Shima, NW Coast of Honshu).—Area bounded by a line joining the following positions:

- a. 34°51'11"N, 130°35'06"E.
- b. 34°43'31"N, 130°52'01"E.
- c. 34°08'52"N, 130°29'01"E.
- d. 34°16'57"N, 130°12'37"E.

3. Misawa Air to Ground Range (N of Hachinohe Ko, E Coast of Honshu).—Area contiguous to the land within a radius of 8,045m centered at a position 40°52'08.6"N, 141°23'02.1"E, between lines extending 058° and 108° from position 40°51'52.7"N, 141°20'37.0"E.

4. Northern Honshu Air to Air Range (E of Hachinohe Ko, E Coast of Honshu).—Area bounded by a line joining the following positions:

- a. 40°50'10"N, 142°11'47"E.
- b. 40°50'10"N, 142°59'46"E.
- c. 40°44'10"N, 142°59'46"E.
- d. 40°24'10"N, 142°32'47"E.
- e. 40°24'10"N, 142°13'47"E.

5. Le Shima Auxiliary Airfield (Nansei Shoto)

Water area.—Area contiguous to the land within a radius of 2 miles centered at position 26°43'54.9"N, 127°45'34.2"E, N of a line extending 222° from position 26°42'48.4"N, 127°45'07.7"E.

Air spaces:

(A) Area within a radius of 5 miles centered at a position 26°44'13.9"N, 127°45'53.2"E.

(B) Area bounded by a line joining the following positions, with the line between point d, point e, point f, and point a being the arc, with a radius of 15 miles, centered at position 26°44'13.9"N, 127°45'53.2"E.

- a. 26°52'09.9"N, 128°00'08.1"E.
- b. 26°48'48.9"N, 127°57'15.1"E.
- c. 26°40'14.3"N, 127°35'53.0"E.
- d. 26°51'14.2"N, 127°30'5.03"E.
- e. 26°53'36.2"N, 127°32'45.0"E.
- f. 26°59'12.2"N, 127°47'07.0"E.

6. Tori Shima Range (Nansei Shoto):

Water area.—Area within a radius of 3 miles centered at position 26°35'44.3"N, 126°49'59.2"E.

Air space.—Area within a radius of 5 miles centered at position 26°36'14.3"N, 126°49'53.2"E.

7. Idesuna Shima Range (Nansei Shoto):

Water area.—Area contiguous to the land within a radius of 2 miles centered at position 26°23'16.0"N, 127°06'13.4"E.

Air space.—Area bounded by a line joining the following positions:

- a. 26°27'14.1"N, 126°55'53.3"E.
- b. 26°27'14.0"N, 127°06'53.4"E.
- c. 26°12'14.0"N, 127°06'53.4"E.
- d. 26°12'14.4"N, 126°55'53.2"E.

8. Northern Okinwa Range (Air Space) (NW of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions, with the line between point c and point d being the arc, with a radius of 120 miles, centered at position 26°22'14"N, 127°47'53"E, and the line between point e and point a being the arc, with a radius of 72 miles, centered at the same position:

- a. 27°05'26"N, 126°42'59"E.
- b. 27°04'45"N, 126°39'05"E.
- c. 27°30'14"N, 125°56'54"E.
- d. 28°17'14"N, 127°07'53"E.
- e. 27°32'02"N, 127°25'35"E.

9. Southern Okinwa Range (air space) (S of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions:

- a. 25°14'15"N, 127°34'53"E.
- b. 24°16'45"N, 127°34'53"E.
- c. 24°16'45"N, 128°39'53"E.
- d. 25°04'45"N, 128°39'53"E.
- e. 25°14'15"N, 128°29'53"E.

10. Alpha (air space) (E of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions:

PUB 120 (Continued)

- a. 26°53'14"N, 128°54'53"E.
- b. 27°24'14"N, 129°14'52"E.
- c. 27°29'14"N, 129°34'52"E.
- d. 27°33'14"N, 129°59'52"E.
- e. 27°06'14"N, 130°14'52"E.
- f. 27°06'14"N, 129°09'52"E.

(Annex to Jpn NM 37/03)

42/03

Page 109—Line 1/R to Page 110—Line 47/L; read:

U. S. Army and U. S. Marine Corps Training Areas

1. Northern Training Area (vicinity of the mouth of Ukagawa River, Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions:

- a. 26°41'50.0"N, 128°17'17.0"E.
- b. 26°41'50.0"N, 128°17'53.0"E.
- c. 26°41'26.0"N, 128°17'53.0"E.
- d. 26°41'26.0"N, 128°16'46.0"E.

2. Camp Schwab (Vicinity of Oura Wan, Okinawa Shima, Nansei Shoto):

(A) Area contiguous to the land out to a distance of 500m between lines extending 090° from position 26°31'54.0"N, 128°02'44.1"E and extending 132°45' from position 26°31'11.0"N, 128°02'09.1"E.

(B) Area bounded by a line joining the following positions and the shore:

- a. 26°32'14.0"N, 128°05'17.1"E.
- b. 26°29'48.0"N, 128°08'06.1"E.
- c. 26°25'29.0"N, 128°03'42.1"E.
- d. 26°25'29.0"N, 128°01'28.1"E.
- e. 26°28'56.0"N, 127°59'50.1"E.
- f. 26°33'0.02"N, 128°02'03.1"E.
- g. 26°33'05.0"N, 128°02'21.1"E.
- h. 26°33'14.0"N, 128°02'30.1"E.

(C) Area within 200m on each side of a line joining the following positions and the shore:

- a. 26°31'38.5"N, 128°02'55.19"E.
- b. 080° 1,000m from point a.
- c. 145° 2,150m from point b.

(D) Area bounded a line joining the following positions and the shore:

- a. 26°30'52.5"N, 128°01'58.1"E.
- b. 132°45' 800m from point a.
- c. 132°45' 800m from point d below.
- d. 26°31'11.0"N, 128°02'09.1"E.

3. Camp Hansen (Kushi Wan, Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions and the shore:

- a. 26°30'13.0"N, 127°59'32.1"E.
- b. 090° 471m from point a.
- c. 090° 500m from point d below.
- d. 26°29'58.0"N, 127°59'36.1"E.

4. Kin Red Beach Training Area (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto):

(A) Contiguous to the land out to a distance of 500m between lines extending 180° from the following positions:

- a. 26°27'01.0"N, 127°53'50.2"E.
- b. 26°26'51.0"N, 127°54'51.5"E.

(B) Within 150m on each side of a line extending 3,000m, 194°30' from position 26°26'49.0"N, 127°54'39.5"E.

5. Kin Blue Beach Training Area (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto):

(A) Contiguous to the land out to a distance of 500m between lines extending 090°41' from position 26°26'38.0"N, 127°56'37.1"E, and extending 180°41' from position 26°26'26.0"N, 127°56'05.1"E.

(B) Area bounded by a line joining the following positions and the shore:

- a. 26°26'26.0"N, 127°56'08.1"E.
- b. 26°25'26.0"N, 127°56'08.2"E.
- c. 26°25'27.0"N, 127°56'36.1"E.
- d. 26°26'27.0"N, 127°56'36.1"E.

6. Camp Courtney (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto).—Area contiguous to the land out to a distance of 500m between lines extending 037°11' from the following positions:

- a. 26°24'14.0"N, 127°50'46.2"E.
- b. 26°23'24.0"N, 127°51'57.2"E.

7. Ukibaru Shima Training Area (Kin-Nakagusuku Ko and Approach, Okinawa Shima, Nansei Shoto).—Area within a radius of 850m centered at position 26°18'05.1"N, 127°59'31.7"E.

8. Tsuken Shima Training Area (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following positions and the shore:

- a. 26°15'45.1"N, 127°56'13.7"E.
- b. 273°30' (magnetic) 5,487m from point a.
- c. 273°30' (magnetic) 5,487m from point d below.
- d. 26°14'51.1"N, 127°55'59.7"E.

9. Lo Shima Communication Site (vicinity of Tobiishi Hana, Io Shima, Nansei Shoto):

(A) Area bounded by a line joining the following positions and the shore:

- a. 24°45'29.8"N, 141°18'14.1"E.
- b. 24°45'49.8"N, 141°19'53.1"E.
- c. 24°43'49.8"N, 141°21'53.1"E.
- d. 24°41'49.8"N, 141°17'53.1"E.
- e. 24°43'49.8"N, 141°15'53.1"E.
- f. 24°44'51.8"N, 141°17'55.1"E.
- g. 24°45'14.8"N, 141°17'44.1"E.

(B) Area bounded by a line joining the following positions and the shore:

- a. 24°46'17.8"N, 141°17'39.1"E.
- b. 24°44'29.8"N, 141°16'23.1"E.
- c. 24°44'57.8"N, 141°13'22.1"E.
- d. 24°48'56.8"N, 141°15'19.1"E.
- e. 24°48'22.8"N, 141°16'29.1"E.
- f. 24°47'04.8"N, 141°16'59.1"E.
- g. 24°47'12.8"N, 141°17'27.1"E.

(Annex to Jpn NM 37/03)

42/03

PUB 120 (Continued)

Page 151—Line 2/L; insert after:

Cautions

(NIMA)

151

42/03

Page 151—Line 20/L; insert after:

Cautions**Special Warning 95 (Issued 10 February 1994)**

1. Mariners operating small vessels such as yachts and fishing boats should note that Nicaragua has boundary disputes with its neighbors in both its Caribbean and Pacific waters, especially with Honduras and should exercise caution. There have been cases of foreign-flagged fishing vessels and other vessels being seized off the Nicaraguan coast by Nicaraguan authorities. The government of Nicaragua has adopted a new law that mandates the payment of a fine equal to 200 per cent of the value of any boat caught fishing illegally within Nicaragua's Exclusive Economic Zone (EEZ).

2. While in all cases passengers and crew have been released within a period of several weeks, in some cases the ships have been searched, personal gear and navigation equipment has been stolen, and their have been excessive delays in releasing vessels. Prompt U.S. Embassy consular access to detained U.S. citizens on Nicaragua's Caribbean coast may not be possible due to the relative isolation of the region.

3. It should also be noted that there have been incidents of piracy in Caribbean and Pacific waters off the coast of Nicaragua, but the Nicaraguan navy has increased its patrols and no recent incidents have been reported.

(NIMA)

42/03

Page 179—Line 2/L; insert after:

Cautions

(NIMA)

179

42/03

Page 179—Line 27/L; insert after:

Cautions**Special Warning 77 (Issued 25 May 1990)**

1. Bougainville Island declared unilateral independence from Papua New Guinea May 17, 1990. The government of Papua New Guinea does not recognize the declaration. consequently, the political situation may be tense in the future.

2. The following Notice to Mariners No. 36/90 issued by the government of Papua New Guinea is quoted in its entirety:

“Quote. Overseas vessels are advised to stand clear of the islands of the Bougainville and Buka and to remain outside of territorial waters extending 12 nautical miles from the coast of Bougainville and Buka and immediately adjacent islands but excluding Solomon Islands territory, and excluding the groups of islands or atolls known as Fenny, Green, Nuguria, Carteret, Mortlock and Tasman. Any vessel entering the waters adjacent

to Bougainville or Buka will be subject to stop and search powers. This Notice to Mariners is effective immediately (22nd May 1990 EST) in respect to overseas shipping. Papua New Guinea coastal vessels will be restricted as of midnight local time on 20th May 1990. Restrictions will continue for an indefinite period. Charts affected are BA 214, BA 2766, BA 3419, BA 3420, BA 3830, BA 3994, INT 604 and AUS 4604. Dept of Transport. Port Moresby. Papua New Guinea. Unquote.”

3. U.S. mariners are advised to exercise extreme caution in entering and transiting the waters of Bougainville.

(NIMA)

42/03

PUB 123**8 Ed 2001****LAST NM 38/03**

Page 21—Line 9/R; read:

entrance are radar conspicuous. There are platforms, in ruins, which stand about 3.25 miles S of the terminal, barely show 5m above sea level, and are poor radar targets.

(BA NM 36/03)

42/03

PUB 140**2 Ed 2001****LAST NM 37/03**

Page 163—Line 2/L; insert after:

Cautions

(NIMA)

163

42/03

Page 163—Line 23/L; insert after:

Cautions**Special Warning 95 (Issued 10 February 1994)**

1. Mariners operating small vessels such as yachts and fishing boats should note that Nicaragua has boundary disputes with its neighbors in both its Caribbean and Pacific waters, especially with Honduras and should exercise caution. There have been cases of foreign-flagged fishing vessels and other vessels being seized off the Nicaraguan coast by Nicaraguan authorities. The government of Nicaragua has adopted a new law that mandates the payment of a fine equal to 200 per cent of the value of any boat caught fishing illegally within Nicaragua's Exclusive Economic Zone (EEZ).

2. While in all cases passengers and crew have been released within a period of several weeks, in some cases the ships have been searched, personal gear and navigation equipment has been stolen, and their have been excessive delays in releasing vessels. Prompt U.S. Embassy consular access to detained U.S. citizens on Nicaragua's Caribbean coast may not be possible due to the relative isolation of the region.

3. It should also be noted that there have been incidents of piracy in Caribbean and Pacific waters off the coast of Nicaragua, but the Nicaraguan navy has increased its patrols and no recent incidents have been reported.

(NIMA)

42/03

PUB 140 (Continued)

Page 165—Line 14/L; insert after:

Vessel Traffic Service

(NIMA)

172

42/03

Page 172—Line 41/R; insert after:

Vessel Traffic Service**Traffic Reporting—Entry into or passage through Norwegian Territorial Waters (NTW)**

The following definitions apply to this section:

1. Baseline—Straight lines joining the outermost points of the entire coast of Norway.
2. Norwegian Internal Waters (NIW)—All waters inside the baseline.
3. Norwegian Territorial Waters (NTW)—All waters within the territorial limits of Norway extending 4 miles seaward from the baseline.

All foreign non-military vessels are to keep Norwegian Authorities informed when sailing in Norwegian Territorial Waters (NTW). This is to be done by sending an Arrival Notification and a Reporting Point Notification through the nearest Norwegian Coast Radio Station (CRS), or directly to the Norwegian Authorities, as follows:

1. For vessels in positions N of 65°N:
Regional Headquarters North
Surveillance Center
N-8002 Bodo
Norway
Telephone: +47 75 536886
Fax: +47 75 536354
E-mail: Idkncos@comnon.mil.no
2. For vessels in positions S of 65°N:
National Joint Headquarters
Naval Operations Center
N-4068 Stavanger
Norway
Telephone: +47 51 343815
Fax: +47 51 343819
E-mail: coss@neurope.nato.int

Arrival Notification.—The Arrival Notification should be sent at least 24 hours in advance of entering Norwegian Internal Waters (NIW). In need for dispensation to enter NIW earlier than 24 hours, vessels should contact the Norwegian Authorities through a CRS or by telephone at the above numbers. Messages without a valid AAIC will not be accepted by a CRS.

The Arrival Notification shall contain the following:

1. Vessel name.
2. Call sign.
3. AAIC (Accounting Authority Identification Code).
4. IMO identity.
5. MMSI number.
6. Flag (nationality).
7. Type of vessel.
8. Type, quantity, and UN number of cargo.
9. LOA (feet or meters), beam (feet or meters), draft (feet or meters), and tonnage (gross tons).
10. Last port/place before entering NTW.
11. Next port after leaving NTW.

12. Date, time (UTC), and position on entering Norwegian baseline.

13. Date, time (UTC), and position on leaving Norwegian baseline.

14. Port (name, ETA, ETD, and purpose).

15. Norwegian agent's name, address, and telephone.

16. Vessel's communication numbers (INMARSAT or telephone).

17. Master's name and nationality.

Vessels calling at more than one port of call within Norwegian Territorial Waters should repeat the above details of 14 and 15 for the additional ports.

If changes of more than 4 hours to the ETA/ETD given in the original Advance Notification occur, an updated Arrival Notification shall be sent to the Norwegian authorities as soon as possible.

Reporting Point Notification.—This should be sent when crossing the Norwegian baseline upon entering and leaving NIW, and when passing the Reporting Points, listed below. Reporting Point Notifications without a valid AAIC will not be accepted by a CRS.

The Reporting Point Notification shall contain the following:

1. Vessel name.
2. Call sign.
3. AAIC (Accounting Authority Identification Code).
4. IMO identity.
5. MMSI number.
6. Flag (nationality).
7. Current position (latitude/longitude).
8. Destination.
9. Master's name and nationality.

Reporting Points		
No.	Name	Reporting Line
1	Kvitsoy	Latitude 59°05'N
2	Stad	Latitude 62°10'N
3	Rorvik	Latitude 64°52'N
4	Landegode	Latitude 67°27'N
5	Tromso	Latitude 69°41'N
6	Honningsvag	Longitude 26°00'E
	Passing the baseline	When entering or leaving NTW

Stopping or anchoring.—Stopping or anchoring by vessels passing through NTW is only permitted, as follows:

1. Actions incidental to ordinary navigation.
2. Force majeure.
3. Distress.
4. Assisting persons, ships, or aircraft in danger or distress.

If a vessel makes a temporary stop or remains stationary, the Norwegian Authorities must be notified.

(BA NM 37/03, Section VI)

42/03

PUB 148 7 Ed 2001 LAST NM 22/03

Page 69—Lines 11 to 12/R; read:

Anchorage.—A general and quarantine anchorage area is situated 4.5 miles NNW of Riohacha, as seen on the chart.

(BA NM 37/03) 42/03

PUB 154 8 Ed 2002 LAST NM 41/03

Page 193—Line 17/L; insert after:

Caution.—Two submarine cables cross Marcus Passage and Malacca Passage, starting about 2 miles N of Hazel Point on Smith Island to the N end of Lawyer Island and then ashore to Porcher Island, about 1 mile S of Hunter Point, as seen on chart.

(Can PAC 205) 42/03

Page 194—Line 31/L; insert after:

Two submarine cables cross Marcus Passage and Malacca Passage, starting about 2 miles N of Hazel Point on Smith Island to the N end of Lawyer Island and then ashore to Porcher Island, about 1 mile S of Hunter Point, as seen on chart.

(Can PAC 205) 42/03

Page 194—Lines 5 to 6/R; read:

clearance of 27m, extends across the entrance to Tsum Tsadai Inlet.

(Can PAC 205) 42/03

Page 194—Line 6/R; insert after:

Two submarine cables cross Inverness Passage about 0.8 mile SE of Hicks Point, as seen on the chart.

(Can PAC 205) 42/03

PUB 180 3 Ed 2002 LAST NM 24/03

Page 89—Line 1/R to Page 90—Line 20/R; read:

Traffic Reporting—Entry into or passage through Norwegian Territorial Waters (NTW)

The following definitions apply to this section:

1. Baseline—Straight lines joining the outermost points of the entire coast of Norway.

2. Norwegian Internal Waters (NIW)—All waters inside the baseline.

3. Norwegian Territorial Waters (NTW)—All waters within the territorial limits of Norway extending 4 miles seaward from the baseline.

All foreign non-military vessels are to keep Norwegian Authorities informed when sailing in Norwegian Territorial Waters (NTW). This is to be done by sending an Arrival Notification and a Reporting Point Notification through the nearest Norwegian Coast Radio Station (CRS), or directly to the Norwegian Authorities, as follows:

1. For vessels in positions N of 65°N:
Regional Headquarters North
Surveillance Center
N-8002 Bodo
Norway
Telephone: +47 75 536886

Fax: +47 75 536354

E-mail: Idkncos@common.mil.no

2. For vessels in positions S of 65°N:
National Joint Headquarters
Naval Operations Center
N-4068 Stavanger
Norway
Telephone: +47 51 343815
Fax: +47 51 343819
E-mail: coss@neurope.nato.int

Arrival Notification.—The Arrival Notification should be sent at least 24 hours in advance of entering Norwegian Internal Waters (NIW). In need for dispensation to enter NIW earlier than 24 hours, vessels should contact the Norwegian Authorities through a CRS or by telephone at the above numbers. Messages without a valid AAIC will not be accepted by a CRS.

The Arrival Notification shall contain the following:

1. Vessel name.
2. Call sign.
3. AAIC (Accounting Authority Identification Code).
4. IMO identity.
5. MMSI number.
6. Flag (nationality).
7. Type of vessel.
8. Type, quantity, and UN number of cargo.
9. LOA (feet or meters), beam (feet or meters), draft (feet or meters), and tonnage (gross tons).
10. Last port/place before entering NTW.
11. Next port after leaving NTW.
12. Date, time (UTC), and position on entering Norwegian baseline.
13. Date, time (UTC), and position on leaving Norwegian baseline.
14. Port (name, ETA, ETD, and purpose).
15. Norwegian agent's name, address, and telephone.
16. Vessel's communication numbers (INMARSAT or telephone).
17. Master's name and nationality.

Vessels calling at more than one port of call within Norwegian Territorial Waters should repeat the above details of 14 and 15 for the additional ports.

If changes of more than 4 hours to the ETA/ETD given in the original Advance Notification occur, an updated Arrival Notification shall be sent to the Norwegian authorities as soon as possible.

Reporting Point Notification.—This should be sent when crossing the Norwegian baseline upon entering and leaving NIW, and when passing the Reporting Points, listed below. Reporting Point Notifications without a valid AAIC will not be accepted by a CRS.

The Reporting Point Notification shall contain the following:

1. Vessel name.
2. Call sign.
3. AAIC (Accounting Authority Identification Code).
4. IMO identity.
5. MMSI number.
6. Flag (nationality).
7. Current position (latitude/longitude).

PUB 180 (Continued)

8. Destination.
9. Master's name and nationality.

Reporting Points		
No.	Name	Reporting Line
1	Kvitsoy	Latitude 59°05'N
2	Stad	Latitude 62°10'N
3	Rorvik	Latitude 64°52'N
4	Landegode	Latitude 67°27'N
5	Tromso	Latitude 69°41'N
6	Honningsvag	Longitude 26°00'E
	Passing the baseline	When entering or leaving NTW

Stopping or anchoring.—Stopping or anchoring by vessels passing through NTW is only permitted, as follows:

1. Actions incidental to ordinary navigation.
2. Force majeure.
3. Distress.
4. Assisting persons, ships, or aircraft in danger or distress.

If a vessel makes a temporary stop or remains stationary, the Norwegian Authorities must be notified.

(BA NM 37/03, Section VI) 42/03

PUB 192 8 Ed 2003 LAST NM 41/03

Page 60—Line 7/L; read:

Newarp Lighted Buoy (52°48'N., 1°56'E.), equipped with a

(BA NM 38/03) 42/03

Page 60—Line 11/L; read:

Generally, vessels proceeding S pass SW of Newarp Lighted Buoy and

(BA NM 38/03) 42/03

COAST PILOT CORRECTIONS**COAST PILOT 1 33 Ed 2003 Change No. 14 LAST NM 39/03**

Page 61—Paragraph 212, line 10 to Page 62—Paragraph 213, line 1; read:

map or chart being used.

Subpart A—Special Anchorage Areas**§110.4 Penobscot Bay, Maine.**

(a) *Rockland Harbor.* Beginning at a point bearing 244°, 1,715 yards, from Rockland Breakwater Light; thence 260°, 490 yards, to a point bearing 248° from Rockland Breakwater Light; thence 350°, 580 yards, to a point bearing 263° from Rockland Breakwater Light; thence 83°, 480 yards, to a point bearing 263° from Rockland Breakwater Light; and thence 169°, 550 yards, to the point of beginning. This area

is limited to vessels no greater than 20 meters in length.

Note to paragraph (a): This area is primarily for use by yachts and other recreational craft. Temporary floats or buoy for marking the location of the anchor may be used. All moorings shall be so placed that no vessel, when anchored, shall at any time extend beyond the limits of the area. All anchoring in the area shall be under the supervision of the local harbormaster or such authority as may be designated by authorities of the City of Rockland, Maine. Requests for placement of mooring buoys shall be directed to the local government. Fixed mooring piles or stakes are prohibited.

(b) [Reserved].

§110.5 Casco Bay, Maine

(a) Beals Cove, west side of Orrs Island, Harpswell.

(FR 7/31/03) 42/03

Page 66—Paragraph 336; read:

(a) *The anchorage grounds*—(1) *Anchorage A.* Beginning at a point bearing 158°, 1,075 yards, from Rockland Breakwater Light; thence 252°, 2,020 yards, to a point bearing 224° from Rockland Breakwater Light; thence 345°, 740 yards, to a point bearing 242° from Rockland Breakwater Light; thence 72°, 1,300 yards, to a point bearing 222° from Rockland Breakwater Light; and thence 120°, 1,000 yards, to the point of beginning.

(FR 7/31/03) 42/03

Page 66—Paragraphs 338 to 340; read:

(b) *The regulations.* (1) Anchorages A and B are general anchorage grounds reserved for merchant vessels, commercial vessels or passenger vessels over 65 feet in length. Fixed moorings, piles or stakes are prohibited.

(2) A distance of approximately 500 yards shall be left between Anchorages A and B for vessels entering or departing from the Port of Rockland. A distance of approximately 100 yards shall be left between Anchorage A and the Special Anchorage Area for vessels entering or departing facilities in the vicinity of Atlantic Point. Any vessel anchored in these anchorages shall be capable of moving and when ordered to move by the Captain of the Port shall do so with reasonable promptness.

(FR 7/31/03) 42/03

Page 243—Paragraph 369, line 4; read:

in Rockland Harbor. (See **110.1**, **110.4**, and **110.32**, chapter

...

(FR 7/31/03) 42/03

COAST PILOT 1 33 Ed 2003 Change No. 15

Page 112—Paragraphs 1407 to 1408; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

COAST PILOT 1 (Continued)

- (8) Monitors the voyage plan required by §164.80.
(CL 879/03; FR 04/29/03) 42/03

Page 112—Paragraph 1409, line 4 to Paragraph 1410, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

- (a) The owner, master, or operator of each towing ...
(FR 4/29/03) 42/03

Page 112—Paragraph 1419, line 3; read:

of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

- (1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;
- (2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);
- (3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;
- (4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;
- (5) Pre-departure checklists;
- (6) Calculated speed and estimated time of arrival at proposed waypoints;
- (7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;
- (8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and
- (9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.
(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 1 33 Ed 2003 Change No. 16

Page 117—Paragraph 1548; insert after:

§165.105 Security Zones; Passenger Vessels, Portland, Maine, Captain of the Port Zone.

(a) *Definition.* "Passenger vessel" as used in this section means a passenger vessel over 100 gross tons authorized to carry more than 500 passengers for hire making voyages, any part of which is on the high seas, and for which passengers are embarked, disembarked or pay a port call, in the Portland, Maine, Captain of the Port zone as delineated in 33 CFR 3.05-15.

(b) *Location.* The following areas are security zones:

(1) All navigable waters within the Portland, Maine, Captain of the Port Zone, extending from the surface to the sea floor, within a 100-yard radius of any passenger vessel that is anchored, moored, or in the process of mooring.

(2) All navigable waters, within the Portland, Maine, Captain of the Port Zone, extending from the surface to the sea floor, extending 200 yards ahead, and 100 yards aside and astern of any passenger vessel that is underway.

(c) *Regulations.* (1) In accordance with the general regulations in §165.33 of this part, entry into or movement within these zones is prohibited unless previously authorized by the Coast Guard Captain of the Port, Portland, Maine (COTP) or his designated representative.

(2) All persons and vessels must comply with the instructions of the COTP or the designated on-scene Coast Guard patrol personnel. On-scene Coast Guard patrol personnel include commissioned, warrant and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local, state and federal law enforcement vessels. Emergency response vessels are authorized to move within the zone, but must abide by restrictions imposed by the COTP or his designated representative.

(3) No person may swim upon or below the surface of the water within the boundaries of these security zones unless previously authorized by the COTP or his designated representative.

(d) *Enforcement.* The Captain of the Port will enforce these zones and may enlist the aid and cooperation of any Federal, state, county, municipal, or private agency to assist in the enforcement of the regulation.

(FR 4/28/03) 42/03

COAST PILOT 1 33 Ed 2003 Change No. 17

Page 116—Paragraph 1543, line 3 to Paragraph 1548, line 6; read:
zone.

§165.103 Safety and Security Zones; LPG Vessel Transits in Portland, Maine, Captain of the Port Zone, Portsmouth Harbor, Portsmouth, New Hampshire.

(a) *Location.* The following areas are safety and security zones: (1) Except as provided in paragraph (a) (2) of this section, all navigable waters of the Portland, Maine, Captain of the Port zone, as defined in 33 CFR 3.05-15, one mile ahead, one half mile astern, and 1000-yards on either side of any

COAST PILOT 1 (Continued)

Liquefied Petroleum Gas vessel.

(2) All waters of the Piscataqua River within a 500-yard radius of any Liquefied Petroleum Gas (LPG) vessel while it is moored at the LPG receiving facility on the Piscataqua River, Newington, New Hampshire.

(b) *Definitions.* For purposes of this section, navigable waters of the United States includes all waters of the territorial sea as described in Presidential Proclamation No. 5928 of December 27, 1988. Presidential Proclamation No. 5928 of December 27, 1988 declared that the territorial sea of the United States extends to 12 nautical miles from the baseline of the United States.

(c) *Regulations.* (1) In accordance with the general regulations in §§165.23 and 165.33 of this part, entry into or movement within these zones is prohibited unless previously authorized by the Captain of the Port (COTP), Portland, Maine.

(2) All persons and vessels shall comply with the instructions of the COTP or the designated on-scene U.S. Coast Guard patrol personnel. On-scene Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local, state, and federal law enforcement vessels. Emergency response vessels are authorized to move within the zone, but must abide by restrictions imposed by the Captain of the Port.

(3) No person may swim upon or below the surface of the water within the boundaries of the safety and security zones unless previously authorized by the Captain of the Port, Portland, Maine or his authorized patrol representative.

(d) The Captain of the Port will notify the maritime community and local agencies of periods during which these safety and security zones will be in effect by providing notice of arrivals and departures of LPG vessels via the telephone and/or Marine Safety Information Radio Broadcasts.
(FR 9/4/02) 42/03

Page 131—Paragraph 1856, line 16 to Paragraph 1857; read:
Resources”).

§226.203 Critical Habitat for North Atlantic right whales
North Atlantic Right Whale (*Eubalaena glacialis*)
(FR 4/10/03) 42/03

COAST PILOT 1 33 Ed 2003 Change No. 18

Page 136—Paragraph 33, line 7; read:
Bank (peak season: July through September), Jeffreys ...
(NOS/03) 42/03

Page 136—Paragraph 33, line 19; read:
Stellwagen Bank and Jeffreys Ledge are located in the ...
(NOS/03) 42/03

Page 139—Paragraph 87, line 3; read:
southward of Matinicus Rock Light. Jeffreys Ledge is a

feeding ...
(NOS/03) 42/03

Page 164—Paragraph 51, line 3; read:
of 9 feet or more. Pilotage is optional for fishing vessels and vessels powered predominately by sail.
(CL 2205/02) 42/03

Page 194—Paragraph 73, line 3; read:
feet or more. Pilotage is optional for fishing vessels and vessels powered predominately by sail. Pilotage can be arranged through ship's ...
(CL 2205/02) 42/03

Page 267—Paragraph 91; read:
Pilotage is compulsory for all foreign vessels, and for U.S. vessels under registry with a draft of 9 feet or more. Pilotage is optional for fishing vessels and vessels powered predominantly by sail.
(CL 2205/02) 42/03

Page 272—Paragraph 174, line 2; read:
U.S. vessels under registry with a draft of 9 feet or more. Pilotage is optional for fishing vessels and vessels powered predominantly by sail. Pilots are available to take ...
(CL 2205/02) 42/03

Page 273—Paragraph 197, line 1; read:
Cameron Point Light 7 (43°51'05"N., 69°40'06"W.), ...
(17/03 CG1; LL/03) 42/03

Page 276—Paragraph 226, line 2; read:
foreign vessels and U.S. vessels under registry with a draft of 9 feet or greater. Pilotage is optional for fishing vessels and vessels powered predominately by sail. Pilot services ...
(CL 2205/02) 42/03

Page 282—Paragraph 333, line 2; read:
vessels under registry with a draft of 9 feet or greater. Pilotage is optional for fishing vessels and vessels powered predominantly by sail. Pen-Bar Pilots offers pilotage for ...
(CL 2205/02) 42/03

Page 298—Paragraph 606, line 5; read:
Island and Cow Island. A buoy marks the northwest extremity of the ledge.
(22/03 CG1) 42/03

**COAST PILOT 2 32 Ed 2003 Change No. 21
LAST NM 39/03**

Page 87—Paragraph 1102; read:
(a) The Route 36 Bridge, mile 1.8, at Highlands, New Jersey, shall open on signal; except that, from May 15 through October 15, 7 a.m. to 8 p.m., the draw need open on the hour and half hour only. The owners of the bridge shall provide and keep in good legible condition, two clearance gauges, with figures not less than eight inches high, designed, installed, and maintained according to the provi-

COAST PILOT 2 (Continued)

sions of §118.160 of this chapter.
(FR 7/22/03)

42/03

Page 121—Paragraphs 1852 to 1853; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.
(CL 879/03; FR 04/29/03)

42/03

Page 122—Paragraph 1854, line 4 to Paragraph 1855, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...
(FR 4/29/03; CL 879/03)

42/03

Page 122—Paragraph 1864, line 3; read:

of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific require-

ments for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03)

42/03

COAST PILOT 2**32 Ed 2003****Change No. 22**

Page 150—Paragraph 2654, line 4; read:
designate.

§334.102 Sandy Hook Bay, Naval Weapons Station EARLE, Piers and Terminal Channel, Restricted Area, Middletown, New Jersey.

(a) *The area.* All of the navigable waters within the area bounded by these coordinates:

40°25'55.6"N., 074°04'31.4"W.; thence to 40°26'54.0"N., 074°03'53.0"W.; thence to 40°26'58.0"N., 074°04'03.0"W.; thence to 40°27'56.0"N., 074°03'24.0"W.; thence to 40°27'41.7"N., 074°02'45.0"W.; thence to 40°28'23.5"N., 074°02'16.6"W.; thence to 40°28'21.2"N., 074°01'56.0"W.; thence to 40°28'07.9"N., 074°02'18.6"W.; thence to 40°27'39.3"N., 074°02'38.3"W.; thence to 40°27'28.5"N., 074°02'10.4"W.; thence to 40°26'29.5"N., 074°02'51.2"W.; thence to 40°26'31.4"N., 074°02'55.4"W.; thence to 40°25'27.1"N., 074°03'39.7"W.; and thence along the shoreline to the point of origin (NAD 83).

The Department of the Navy plans to install buoys along these coordinates to outline the Restricted Area.

(b) *The regulation.* (1) Except as set forth in subparagraph (b)(2), no persons, unauthorized vessels or other unauthorized craft may enter the restricted area at any time;

(2) Vessels are authorized to cross the Terminal Channel provided that there are no naval vessels then transiting the channel bounded by:

40°27'41.7"N., 074°02'45.0"W.; thence to 40°28'23.5"N., 074°02'16.6"W.; thence to 40°28'21.2"N., 074°01'56.0"W.; thence to 40°28'07.9"N., 074°02'18.6"W.; thence to 40°27'39.3"N., 074°02'38.3"W.; and

(3) No person may swim in the Restricted Area.

(c) *Enforcement.* The regulation in this section, promulgated by the U.S. Army Corps of Engineers, shall be enforced by the Commanding Officer, Naval Weapons Station Earle, and/or other persons or agencies as he/she may designate.

TITLE 40—PROTECTION OF ENVIRONMENT**Part 140—Marine Sanitation Device Standard****§140.1 Definitions.**

For the purpose of these standards the following definitions shall apply:

COAST PILOT 2 (Continued)

(a) *Sewage* means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes;

(b) *Discharge* includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying, or dumping;

(c) *Marine sanitation device* includes any equipment for installation onboard a vessel and which is designed to receive, retain, treat, or discharge sewage and any process to treat such sewage;

(d) *Vessel* includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on waters of the United States;

(e) *New vessel* refers to any vessel on which construction was initiated on or after January 30, 1975;

(f) *Existing vessel* refers to any vessel on which construction was initiated before January 30, 1975;

(g) *Fecal coliform bacteria* are those organisms associated with the intestines of warm-blooded animals that are commonly used to indicate the presence of fecal material and the potential presence of organisms capable of causing human disease.

§140.2 Scope of standard.

The standard adopted herein applies only to vessels on which a marine sanitation device has been installed. The standard does not require the installation of a marine sanitation device on any vessel that is not so equipped. The standard applies to vessels owned and operated by the United States unless the Secretary of Defense finds that compliance would not be in the interest of national security.

§140.3 Standard.

(a) (1) In freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard (see 33 CFR part 159, published in 40 FR 4622, January 30, 1975), installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. This shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

(2) In all other waters, Coast Guard-certified marine sanitation devices installed on all vessels shall be designed and operated to either retain, dispose of, or discharge sewage. If the device has a discharge, subject to paragraph (d) of this section, the effluent shall not have a fecal coliform bacterial count of greater than 1,000 per 100 milliliters nor visible floating solids. Waters where a Coast Guard-certified marine sanitation device permitting discharge is allowed include coastal waters and estuaries, the Great Lakes and inter-connected waterways, fresh-water lakes and impoundments accessible through locks, and other flowing waters that are navigable interstate by vessels subject to this regulation.

(b) This standard shall become effective on January 30, 1977 for new vessels and on January 30, 1980 for existing vessels (or, in the case of vessels owned and operated by the Department of Defense, two years and five years, for new and existing vessels, respectively, after promulgation of implementing regulations by the Secretary of Defense under section 312(d) of the Act).

(c) Any vessel which is equipped as of the date of promulgation of this regulation with a Coast Guard-certified flow-through marine sanitation device meeting the requirements of paragraph (a)(2) of this section, shall not be required to comply with the provisions designed to prevent the overboard discharge of sewage, treated or untreated, in paragraph (a)(1) of this section, for the operable life of that device.

(d) After January 30, 1980, subject to paragraphs (e) and (f) of this section, marine sanitation devices on all vessels on waters that are not subject to a prohibition of the overboard discharge of sewage, treated or untreated, as specified in paragraph (a)(1) of this section, shall be designed and operated to either retain, dispose of, or discharge sewage, and shall be certified by the U.S. Coast Guard. If the device has a discharge, the effluent shall not have a fecal coliform bacterial count of greater than 200 per 100 milliliters, nor suspended solids greater than 150 mg/l.

(e) Any existing vessel on waters not subject to a prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and which is equipped with a certified device on or before January 30, 1978, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(f) Any new vessel on waters not subject to the prohibition of the overboard discharge of sewage in paragraph (a)(1) of this section, and on which construction is initiated before January 31, 1980, which is equipped with a marine sanitation device before January 31, 1980, certified under paragraph (a)(2) of this section, shall not be required to comply with paragraph (d) of this section, for the operable life of that device.

(g) The degrees of treatment described in paragraphs (a) and (d) of this section are "appropriate standards" for purposes of Coast Guard and Department of Defense certification pursuant to section 312(g)(2) of the Act.

§140.4 Complete prohibition.

(a) Prohibition pursuant to CWA section 312(f)(3): a State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such State by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination pursuant to section 312(f)(3) of the Act. [...]

(b) Prohibition pursuant to CWA section 312(f)(4)(A): a State may make a written application to the Administrator, Environmental Protection Agency, under section 312(f)(4)(A) of the Act, for the issuance of a regulation completely prohibiting discharge from a vessel of any sewage, whether treated or not, into particular waters of the United States or specified portions thereof, which waters are located within the boundaries of such State. Such application shall specify

COAST PILOT 2 (Continued)

with particularly the waters, or portions thereof, for which a complete prohibition is desired. The application shall include identification of water recreational areas, drinking water intakes, aquatic sanctuaries, identifiable fish-spawning and nursery areas, and areas of intensive boating activities. If, on the basis of the State's application and any other information available to him, the Administrator is unable to make a finding that the waters listed in the application require a complete prohibition of any discharge in the waters or portions thereof covered by the application, he shall state the reasons why he cannot make such a finding, and shall deny the application. If the Administrator makes a finding that the waters listed in the application require a complete prohibition of any discharge in all or any part of the waters or portions thereof covered by the State's application, he shall publish notice of such findings together with a notice of proposed rule making, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that applicable water quality standards require a complete prohibition covering a more restricted or more expanded area than that applied for by the State, he shall state the reasons why his finding differs in scope from that requested in the State's application. [...]

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(c)(1) Prohibition pursuant to CWA section 312(f)(4)(B): A State may make written application to the Administrator of the Environmental Protection Agency under section 312(f)(4)(B) of the Act for the issuance of a regulation establishing a drinking water intake no discharge zone which completely prohibits discharge from a vessel of any sewage, whether treated or untreated, into that zone in particular waters, or portions thereof, within such State. Such application shall:

(i) Identify and describe exactly and in detail the location of the drinking water supply intake(s) and the community served by the intake(s), including average and maximum expected amounts of inflow;

(ii) Specify and describe exactly and in detail, the waters, or portions thereof, for which a complete prohibition is desired, and where appropriate, average, maximum and low flows in million gallons per day (MGD) or the metric equivalent;

(iii) Include a map, either a USGS topographic quadrant map or a NOAA nautical chart, as applicable, clearly marking by latitude and longitude the waters or portions thereof to be designated a drinking water intake zone; and

(iv) Include a statement of basis justifying the size of the requested drinking water intake zone, for example, identifying areas of intensive boating activities.

(2) If the Administrator finds that a complete prohibition is appropriate under this paragraph, he or she shall publish notice of such finding together with a notice of proposed rulemaking, and then shall proceed in accordance with 5 U.S.C. 553. If the Administrator's finding is that a complete prohibition covering a more restricted or more expanded area than that applied for by the State is

appropriate, he or she shall also include a statement of the reasons why the finding differs in scope from that requested in the State's application.

(3) If the Administrator finds that a complete prohibition is inappropriate under this paragraph, he or she shall deny the application and state the reasons for such denial.

(4) For the following waters the discharge from a vessel of any sewage, whether treated or not, is completely prohibited pursuant to CWA section 312(f)(4)(B):

(i) Two portions of the Hudson River in New York State, the first is bounded by an east-west line through the most northern confluence of the Mohawk River which will be designated by the Troy-Waterford Bridge (126th Street Bridge) on the south and Lock 2 on the north, and the second of which is bounded on the north by the southern end of Houghtaling Island and on the south by a line between the Village of Roseton on the western shore and Low Point on the eastern shore in the vicinity of Chelsea, as described in Items 2 and 3 of 6 NYCRR Part 858.4.

(ii) [Reserved]

§140.5 Analytical procedures.

In determining the composition and quality of effluent discharge from marine sanitation devices, the procedures contained in 40 CFR part 136, "Guidelines Establishing Test Procedures for the Analysis of Pollutants," or subsequent revisions or amendments thereto, shall be employed.

(FR 6/26/03; 40 CFR 140)

42/03

COAST PILOT 2

32 Ed 2003

Change No. 23

Page 126—Paragraphs 1975 to 1982; read:

(ii) The waters of Fishers Island Sound east of 72°02'West, and west of 71°55'West.

§165.121 Safety and Security Zones: High Interest Vessels, Narragansett Bay, Rhode Island.

(a) *Location.* (1) All waters of Rhode Island Sound within a mile radius of any high interest vessel while the vessel is anchored within mile of the point Latitude 41°25'N., Longitude 71°23'W. in the Narragansett Bay Precautionary Area.

(2) All waters of Rhode Island Sound, Narragansett Bay, the Providence and Taunton Rivers 2 miles ahead and 1 mile astern, and extending 1000 yards on either side of any high interest vessel transiting Narragansett Bay, or the Providence and Taunton Rivers.

(3) All waters and land within a 1000-yard radius of any high interest vessel moored at a waterfront facility in the Providence Captain of the Port zone.

(b) *High Interest Vessels defined.* For purposes of this section, high interest vessels operating in the Providence Captain of the Port zone include the following: barges or ships carrying liquefied petroleum gas (LPG), liquefied natural gas (LNG), chlorine, anhydrous ammonia, or any other cargo deemed to be high interest by the Captain of the Port, Providence.

(c) *Regulations.* (1) Entry into or movement within these zones, including below the surface of the water, during times

COAST PILOT 2 (Continued)

in which high interest vessels are present and the zones are enforced is prohibited unless authorized by the COTP Providence or authorized representative.

(2) The general regulations covering safety and security zones in §§165.23 and 165.33, respectively, of this part apply.

(3) All persons and vessels shall comply with the instructions of the COTP, and the designated on-scene U.S. Coast Guard personnel. On-scene Coast Guard patrol personnel include commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, local, state, and federal law enforcement vessels.

(FR 9/3/02) 42/03

Page 152—Paragraph 2686, line 16 to Paragraph 2687; read:
Resources”).

§226.203 Critical Habitat for North Atlantic right whales
North Atlantic Right Whale (*Eubalaena glacialis*)
(FR 4/10/03) 42/03

COAST PILOT 3 36 Ed 2003 Change No. 13
LAST NM 36/03

Page 118—Paragraph 1711; read:

§165.500 Safety/Security Zones; Chesapeake Bay, Maryland.

(a) *Definitions.* (1) Certain Dangerous Cargo (CDC) means a material defined in 33 CFR part 160.

(2) Liquefied Hazardous Gas (LHG) means a material defined in 33 CFR part 127.

(3) Liquefied Natural Gas (LNG) means a material defined in 33 CFR part 127.

(4) Cruise ship means a vessel defined as a “passenger vessel” in 46 U.S.C. 2101 (22).

(b) *Location.* The following areas are a safety/security zone: All waters of the Chesapeake Bay and its tributaries, from surface to bottom, within a 500 yard radius around cruise ships and vessels transporting CDC, LNG, or LHG while transiting, anchored, or moored within the COTP Baltimore zone.

(c) *Regulations.* (1) The COTP will notify the maritime community of affected vessels and the periods during which the safety/security zones will be enforced by providing notice to mariners in accordance with 33 CFR 165.7.

(2) Entry into or remaining in this zone is prohibited unless authorized by the Coast Guard COTP, Baltimore, Maryland or his designated representative.

(3) Persons desiring to transit the area of the security zone may contact the COTP at telephone number 410-576-2693 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the COTP or his or her designated representative.

(d) *Authority.* In addition to 33 U.S.C. 1231, the authority for this section includes 50 U.S.C. 191.

(FR 7/22/03) 42/03

Page 253—Paragraph 60, lines 4 to 5; read:

Linkhorn Bay near Virginia Beach. In November 2001, the reported controlling depth was 6.8 feet to head of the project at the northern entrance ...

(CL 1420/02) 42/03

COAST PILOT 3 36 Ed 2003 Change No. 14

Page 114—Paragraphs 1586 to 1587; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.
(CL 879/03; FR 04/29/03) 42/03

Page 114—Paragraph 1588, line 4 to Paragraph 1589, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...
(FR 4/29/03; CL 879/03) 42/03

Page 115—Paragraph 1598, line 3; read:

of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel’s intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

COAST PILOT 3 (Continued)

- (5) Pre-departure checklists;
 - (6) Calculated speed and estimated time of arrival at proposed waypoints;
 - (7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;
 - (8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and
 - (9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.
- (CL 879/03; FR 04/29/03) 42/03

COAST PILOT 3 36 Ed 2003 Change No. 15

Page 151—Paragraph 2556, line 16 to Paragraph 2557; read:
Resources”).

§226.203 Critical Habitat for North Atlantic right whales
North Atlantic Right Whale (*Eubalaena glacialis*)
(FR 4/10/03) 42/03

Page 175—Paragraph 39, lines 5 to 6; read:
charted. In July 2003, the controlling depth was 4.9 feet in the entrance channel between ...
(BP 181518) 42/03

Page 182—Paragraph 75, lines 2 to 8; read:
miles west of Cape May Inlet. In April 2003, the controlling depth was 15.2 feet (17.1 feet at midchannel) through Cape May Inlet to the inner end of the jetties; thence in June 2003, 11.8 feet (14.7 feet at midchannel) to the Coast Guard large wharf on the south side of the harbor, thence 3.3 feet to Schellenger Landing at the mouth of ...
(BPs 180692-93; BPs 181339-40) 42/03

Page 188—Paragraph 35, lines 7 to 8; read:
Wills Hole Thoroughfare, westward of Cooks Creek. In March 2003, depths of 1.6 to 12 feet were available. Mariners should ...
(BPs 181079-80) 42/03

Page 209—Paragraph 140, lines 1 to 3; read:
In May 2003, the controlling depth was 4.3 feet off the entrance to the jetties, thence 7.3 feet through the jetties, thence 4.5 ...
(BPs 181122-24) 42/03

Page 209—Paragraph 145, lines 3 to 6; read:
craft. In May 2003, the controlling depth was 3.2 feet in the dredged entrance channel; thence in 1957, reported depths of 4.5 ...
(BP 181121) 42/03

Page 211—Paragraph 165, line 1; read:
In April 2003, the controlling depth was 5.1 feet in ...
(BPs 181060-61) 42/03

Page 253—Paragraph 56, lines 2 to 4; read:
Light, is subject to continual change. In February 2003, the controlling depth in the entrance channel was 6.0 feet (7.2 feet at midchannel). The inlet is marked by lights. The twin fixed ...

(BP 181003) 42/03

Page 283—Paragraph 125, lines 5 to 6; read:
inside the creek. In April 2003, the controlling depth was 1.5 feet (4.1 feet at midchannel). There are several ...
(BP 181004) 42/03

COAST PILOT 4 35 Ed 2003 Change No. 13
LAST NM 39/03

Page 142—Paragraphs 2083 to 2084; read:
(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;
(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and
(8) Monitors the voyage plan required by §164.80.
(CL 879/03; FR 04/29/03) 42/03

Page 142—Paragraph 2085, line 4 to Paragraph 2086, line 1; read:
are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

- (a) The owner, master, or operator of each towing ...
(FR 4/29/03; CL 879/03) 42/03

Page 142—Paragraph 2095, line 3; read:
of chafing gear; and of the winch brake, if installed.
(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

- (1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;
- (2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of

COAST PILOT 4 (Continued)

§164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 4 35 Ed 2003 Change No. 14

Page 182—Paragraph 3009, line 16 to Paragraph 3010; read:

Resources”).

§226.203 Critical Habitat for North Atlantic right whales

North Atlantic Right Whale (*Eubalaena glacialis*)
(FR 4/10/03) 42/03

Page 305—Paragraph 88, lines 7 to 8; read:

the Intracoastal Waterway; in July 2003, the midchannel controlling depth was 6.4 feet. Both channels are subject to

...
(BP 181355) 42/03

Page 460—Paragraph 116, lines 6 to 8; read:

available. In August 2002-July 2003, the controlling depth in the dredged Intracoastal Waterway channel to the Cape Fear River junction was 8 feet. Mariners are cautioned ...

(BP 181433; BPs 178690-91) 42/03

Page 460—Paragraph 117, lines 6 to 7; read:

11.5 miles above Snows Cut. In July 2003, the controlling depth was 8.3 feet in Wilmington Short Cut.

(BP 181337) 42/03

**COAST PILOT 5 30 Ed 2003 Change No. 52
LAST NM 39/03**

Page 111—Paragraph 2327, line 4 to Paragraph 2329, line 1; read:

record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing vessel

...
(FR 4/29/03; CL 879/03) 42/03

COAST PILOT 5 30 Ed 2003 Change No. 53

Page 115—Paragraph 2491, line 1; read:

§165.760 Security Zones; Tampa Bay, Port of Tampa, Port of Saint Petersburg, Port Manatee, Rattlesnake, Old Port Tampa, Big Bend, Weedon Island, and Crystal River, Florida.

(a) *Location.* The following areas, denoted by coordinates fixed using the North American Datum of 1983 (World Geodetic System 1984), are security zones:

(1) *Rattlesnake, Tampa, FL.* All waters from surface to bottom, in Old Tampa Bay east and south of a line commencing at position 27°53.32'N., 082°32.05'W.; north to 27°53.36'N., 082°32.05'W.

(2) *Old Port Tampa, Tampa, FL.* All waters, from surface to bottom, in Old Tampa Bay encompassed by a line connecting the following points:

27°51.62'N., 082°33.14'W.; east to

27°51.71'N., 082°32.5'W.; north to

27°51.76'N., 082°32.5'W.; west to

27°51.73'N., 082°33.16'W.; and south to

27°51.62'N., 082°33.14'W.; closing off the Old Port Tampa channel.

(3) *Sunshine Skyway Bridge, Tampa, FL.* All waters in Tampa Bay, from surface to bottom, 100-feet around all bridge supports, dolphins and rocky outcroppings bounded on the northern portion of the bridge at pier 135, (also designated 24N which is the 24th pier north of the center span), 27°37.85'N., 082°39.78'W., running south under the bridge to pier 88, (also designated 24S which is the 24th pier south of the center span) 27°36.59'N., 082°38.86'W. Visual identification of the zone can be defined as to the areas to the north and south where the bridge structure begins a district vertical rise.

(4) *Vessels Carrying Hazardous Cargo, Tampa, FL.* All waters, from surface to bottom, 200 yards around vessels moored in Tampa Bay carrying or Transferring Liquefied Petroleum Gas (LPG), Anhydrous Ammonia (NH₃) and/or grade “A” and “B” flammable liquid cargo. Any vessel transiting within the outer 100 yards of the zone for moored vessels carrying or transferring Liquefied Petroleum Gas (LPG), Anhydrous Ammonia (NH₃) and/or grade “A” and “B” cargo may operate unless otherwise directed by the Captain of the Port or his designee but must proceed through the area at the minimum speed necessary to maintain safe navigation. No vessel may enter the inner 100-yard portion of the security zone closet to the vessel.

(5) *Piers, Seawalls, and Facilities, Port of Tampa, Port Sutton and East Bay.* All waters, from surface to bottom, extending 50 yards from the shore, seawall and piers around facilities in Port Sutton and East Bay within the Port of Tampa encompassed by a line connecting the following points:

27°54.15'N., 082°26.11'W., east northeast to

27°54.19'N., 082°26.00'W., then northeast to

27°54.37'N., 082°25.72'W., closing off all of Port Sutton Channel, then northerly to

27°54.48'N., 082°25.70'W., then northeasterly and terminating at point 27°55.27'N., 082°25.17'W.

COAST PILOT 5 (Continued)

(6) *Piers, Seawalls, and Facilities, Port of Tampa, East Bay and the eastern side of Hooker's Point.* All waters, from surface to bottom, extending 50 yards from the shore, seawall and piers around facilities on East Bay and on the East Bay Channel within the Port of Tampa encompassed by a line connecting the following points:

27°56.05'N., 082°25.95'W., southwesterly to
27°56.00'N., 082°26.07'W. then southerly to
27°55.83'N., 082°26.07'W. then southeasterly to
27°55.55'N., 082°25.75'W., then south to
27°54.75'N., 082°25.75'W., then southwesterly and
terminating at point 27°54.57'N., 082°25.86'W.

(7) *Piers, Seawalls, and Facilities, Port of Tampa, on the western side of Hooker's Point.* All waters, from surface to bottom, extending 50 yards from the shore, seawall and piers around facilities on Hillsborough Bay Cut "D" Channel, Sparkman Channel, Ybor Turning Basin, and Ybor Channel within the Port of Tampa encompassed by a line connecting the following points.

27°54.74'N., 082°26.47'W., northwest to
27°55.25'N., 082°26.73'W. then north-northwest to
27°55.60'N., 082°26.80'W., then north-northeast to
27°56.00'N., 082°26.75'W., then northeast to
27°56.58'N., 082°26.53'W.; and north to
27°57.29'N., 082°26.51'W., west to
27°57.29'N., 082°26.61'W., then southerly to
27°56.65'N., 082°26.63'W., southwesterly to
27°56.58'N., 082°26.69'W., then southwesterly and
terminating at 27°56.53'N., 082°26.90'W.

(8) *Piers, Seawalls, and Facilities, Port of Manatee.* All waters, from surface to bottom, within the Port of Manatee extending 50 yards from the shore, seawall and piers around facilities. This security zone encompasses all piers and seawalls of the cruise terminal berths 9 and 10 in Port Manatee, Florida beginning at 27°38.00'N., 082°33.81'W continuing east to 27°38.00'N., 082°33.53'W.

(9) *Moving Cruise Ships in the Port of Tampa, Port of Saint Petersburg, and Port Manatee, Florida.* All waters, from surface to bottom, extending 200 yards around all cruise ships entering or departing Port of Tampa, Port of Saint Petersburg, or Port Manatee, Florida. These temporary security zones are activated on the inbound transit when a cruise ship passes the Tampa Lighted Whistle Buoy "T", located at 27°35.35'N., 083°00.71'W. and terminate when the vessel is moored at a cruise ship terminal. The security zones are activated on the outbound transit when a cruise ship gets underway from a terminal and terminates when the cruise ship passes the Tampa Lighted Whistle Buoy "T", located at 27°35.35'N., 083°00.71'W. Any vessel transiting within the outer 100 yards of the zone for a cruise ship may operate unless otherwise directed by the Captain of the Port or his designee but must proceed through the area at the minimum speed necessary to maintain safe navigation. No vessel may enter the inner 100-yard portion of the security zone closest to the vessel.

(10) *Moored Cruise Ships in the Port of Tampa, Port of Saint Petersburg, and Port Manatee, Florida.* All waters, from surface to bottom, extending 200 yards around moored cruise ships in the Ports of Tampa, Saint Peters-

burg, or Port Manatee, Florida. Any vessel transiting within the outer 100 yards of the zone of moored cruise ships may operate unless otherwise directed by the Captain of the Port or his designee but must proceed through the area at the minimum speed necessary to maintain safe navigation. No vessel may enter the inner 100-yard portion of the security zone closest to the vessel.

(11) *Saint Petersburg Harbor, FL.* All waters, from surface to bottom, extending 50 yards from the seawall and around all moorings and vessels in Saint Petersburg Harbor (Bayboro Harbor), commencing on the north side of the channel at dayboard "10" in approximate position 27°45.56'N., 082°37.55'W., and westward along the seawall to the end of the cruise terminal in approximate position 27°45.72'N., 082°37.97'W. The zone will also include the Coast Guard south moorings in Saint Petersburg Harbor. The zone will extend 50 yards around the piers commencing from approximate position 27°45.51'N., 082°37.99'W.; to 27°45.52'N., 082°37.57'W. The southern boundary of the zone is shoreward of a line between the entrance to Salt Creek easterly to Green Daybeacon 11 (LLN 2500).

(12) *Crystal River Nuclear Power Plant.* All waters, from surface to bottom, around the Florida Power Crystal River nuclear power plant located at the end of the Florida Power Corporation Channel, Crystal River, Florida, encompassed by a line connecting the following points:

28°56.87'N., 082°45.17'W. (Northwest corner);
28°57.37'N., 082°41.92'W. (Northeast corner);
28°56.81'N., 082°45.17'W. (Southwest corner); and
28°57.32'N., 082°41.92'W. (Southeast corner).

(13) *Crystal River Demory Gap Channel.* All waters, from surface to bottom, in the Demory Gap Channel in Crystal River, Florida, encompassed by a line connecting the following points:

28°57.61'N., 082°43'42"W. (Northwest corner);
28°57.53'N., 082°41.88'W. (Northeast corner);
28°57.60'N., 082°43.42'W. (Southwest corner); and
28°57.51'N., 082°41.88'W. (Southeast corner).

(b) *Regulations.* (1) Entry into or remaining within these zones is prohibited unless authorized by the Coast Guard Captain of the Port, Tampa, Florida or that officer's designated representative.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 813-228-2189/91 or on VHF channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or their designated representative.

(c) *Definition.* As used in this section, "cruise ship" means a vessel required to comply with 33 CFR Part 120.

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.761 Security Zones; Port of Palm Beach, Port Everglades, Port of Miami, and Port of Key West, Florida.

(a) *Location.* The following areas are security zones:

(1) *Fixed and moving security zones around vessels in*

COAST PILOT 5 (Continued)

the Ports of Palm Beach, Port Everglades, Miami, and Key West, Florida. Moving security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, during transits entering or departing the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida. These moving security zones are activated when the subject vessel passes: "LW" buoy, at approximate position 26°46.3'N., 080°00.6'W., when entering the Port of Palm Beach, passes "PE" buoy, at approximate position 26°05.5'N., 080°04.8'W., when entering Port Everglades; the "M" buoy, at approximate position 25°46.1'N., 080°05.0'W., when entering the Port of Miami; and "KW" buoy, at approximate position 24°27.7'N., 081°48.1'W., when entering the Port of Key West. Fixed security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard or liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, while they are docked in the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida.

(2) *Fixed security zone in the Port of Miami, Florida.* A fixed security zone encompasses all waters between Watson Park and Star Island on the MacArthur Causeway south to the Port of Miami. The western boundary is formed by an imaginary line from points

25°46.79'N., 080°10.90'W., to

25°46.77'N., 080°10.92'W. to

25°46.88'N., 080°10.84'W., and ending on Watson Park at 25°47.00'N., 080°10.67'W. The eastern boundary is formed by an imaginary line from the traffic light located at Bridge road, in approximate position 25°46.33'N., 080°09.12'W., which leads to Star Island, and MacArthur Causeway directly extending across the Main Channel to the Port of Miami, at 25°46.26'N., 080°09.18'W. The fixed security zone is activated when two or more passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, enter or moor within this zone.

(i) Vessels may be allowed to transit the Main channel when only one passenger vessel or vessel carrying cargoes of particular hazard are berthed, by staying on the north side of the law enforcement boats and cruise ship tenders which will mark a transit lane in channel.

(ii) When passenger vessels are not berthed on the Main Channel, navigation will be unrestricted. Law enforcement vessels can be contracted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(3) *Fixed security zones in the Port Everglades.* A fixed security zone encompasses all waters west of an imaginary line starting at the northern most point 26°05.98'N., 080°07.15'W., near the west side of the 17th Street Causeway Bridge, to the southern most point 26°05.41'N., 80°06.96'W., on the northern tip of pier 22. An additional fixed security zone encompasses the Intracoastal Waterway between a line connecting point 26°05.41'N., 080°06.97'W., on the northern tip of berth 22 and a point

directly east across the Intracoastal Waterway to 26°05.41'N., 080°06.74'W.; and a line drawn from the corner of Port Everglades berth 29 at point 26°04.72'N., 080°06.92'W., easterly across the Intracoastal Waterway to John U. Lloyd Beach, State Recreational Area at point 26°04.72'N., 080°06.81'W.

(i) Vessels may be allowed to transit the Intracoastal Waterway when passenger vessels or vessels carrying cargoes of particular hazard are berthed, by staying east of the law enforcement vessels and cruise ship tenders, which will mark a transit lane in the Intracoastal Waterway.

(ii) Periodically, vessels may be required to temporarily hold their position while large commercial traffic operates in this area. Vessels in this security zone must follow the orders of the COTP or his designated representative, who may be embarked in law enforcement or other vessels on scene. When passenger vessels are not berthed on the Intracoastal Waterway, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(b) *Regulations.* (1) Prior to commencing the movement, the person directing the movement of a passenger vessel, a vessel carrying cargoes of particular hazard or a vessel carrying liquefied hazardous gas (LHG) as defined in Title 33, Code of Federal Regulations parts 120, 126 and 127 respectively, is encouraged to make a security broadcast on VHF Marine Band Radio, Channel 13 (156.65 MHz) to advise mariners of the moving security zone activation and intended transit.

(2) In accordance with the general regulations §165.33 of this part, entry into these zones is prohibited except as authorized by the Captain of the Port Miami or his designated representative. Other vessels such as pilot boats, cruise ship tenders, tug boats and contracted security vessels may assist the Coast Guard Captain of the Port under the direction of his designated representative by monitoring these zones strictly to advise mariners of the restrictions. The Captain of the Port will notify the public via Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 16 (156.8 MHz) when the security zones are being enforced.

(3) Persons desiring to enter or transit the area of the security zone may contact the Captain of the Port at (305) 535-8701 or on VHF Marine Band Radio, Channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(4) The Captain of the Port Miami may waive any the requirements of this subpart for any vessel upon finding that the vessel or class of vessel, operational conditions, or other circumstances are such that application of this subpart is unnecessary or impractical for the purpose of port security, safety or environmental safety.

(c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 feet in length and over 100 gross tons that is authorized to carry more than 12 passengers for hire making voyages lasting more than 24 hours, except for a ferry.

COAST PILOT 5 (Continued)

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.762 Security Zone; St. Thomas, U.S. Virgin Islands.

(a) *Location.* Moving and fixed security zones are established 50 yards around all cruise ships entering, departing, moored or anchored in the Port of St. Thomas, U.S. Virgin Islands. The security zone for a cruise ship entering port is activated when the vessel passes: St. Thomas Harbor green lighted buoy 3 in approximate position 18°19'19"N., 64°55'40"W. when entering the port using St. Thomas Channel; red buoy 2 in approximate position 18°19'15"N., 64°55'59"W. when entering the port using East Gregorie Channel; and red lighted buoy 4 in approximate position 18°18'16"N., 64°57'30"W. when entering the port using West Gregorie Channel. These zones are deactivated when the cruise ship passes any of these buoys on its departure from the Port.

(b) *Regulations.* (1) Under general regulations in §165.33 of this part, entering, anchoring, mooring or transiting in these zones is prohibited unless authorized by the Coast Guard Captain of the Port of San Juan.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at the Greater Antilles Section Operations Center at (787) 289-2041 or via VHF radio on Channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his designated representative.

(3) The Marine Safety Office San Juan will attempt to notify the maritime community of periods during which these security zones will be in effect by providing advance notice of scheduled arrivals and departures of cruise ships via a broadcast notice to mariners.

(c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 feet in length that is authorized to carry more than 150 passengers for hire, except for a ferry.

(d) *Authority.* In Addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.764 Security Zones; Big Bend and Weedon Island Power Facilities, Tampa Bay, Florida.

(a) *Location.* The following areas, denoted by coordinates fixed using the North American Datum of 1983 (World Geodetic System 1984), are security zones:

(1) *Big Bend, Tampa Bay, Florida.* All waters of Tampa Bay, from surface to bottom, adjacent to the Big Bend Power Facility, and within an area bounded by a line connecting the following points: 27°47.85'N., 082°25.02'W. then east and south along the shore and pile to 27°47.63'N., 082°24.70'W. then north along the shore to 27°48.02'N., 082°24.70'W. then north and west along a straight line to 27°48.12'N., 082°24.88'W. then south along the shore and pile to 27°47.85'N., 082°25.02'W., closing off entrance to the Big Bend Power Facility.

(2) *Weedon Island, Tampa Bay, Florida.* All waters of

Tampa Bay, from surface to bottom, extending 50 yards from the shore, seawall and piers around the Power Facility at Weedon Island encompassed by a line connecting the following points: 27°51.52'N., 082°35.82'W. then north and east along the shore to 27°51.54'N., 082°35.78'W. then north to 27°51.68'N., 082°35.78'W. then north to 27°51.75'N., 082°35.78'W. closing off entrance to the canal then north to 27°51.89'N., 082°35.82'W., then west along the shore to 27°51.89'N., 082°36.10'W. then west to 27°51.89'N., 082°36.14'W closing off entrance to the canal.

(b) *Regulations.* (1) Entry into or remaining within these is prohibited unless authorized by the Coast Guard Captain of the Port, Tampa, Florida or their designated representative.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 813-228-2189/91 or on VHF channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or their designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.802 Lower Mississippi River vicinity of Old ...

(FR 09/03/03; FR 01/23/03; CL 1161/03;

FR 06/04/03; CL 1432/03; FR 8/12/03) 42/03

**COAST PILOT 6 33 Ed 2003 Change No. 17
LAST NM 39/03**

Page 105—Paragraphs 1460 to 1461; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.

(CL 879/03; FR 04/29/03) 42/03

Page 105—Paragraph 1462, line 4 to Paragraph 1463, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...

(FR 4/29/03; CL 879/03) 42/03

Page 106—Paragraph 1472, line 3; read:

of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent infor-

COAST PILOT 6 (Continued)

mation before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

- (1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;
- (2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);
- (3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;
- (4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;
- (5) Pre-departure checklists;
- (6) Calculated speed and estimated time of arrival at proposed waypoints;
- (7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;
- (8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and
- (9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03) 42/03

COAST PILOT 6 33 Ed 2003 Change No. 18

Page 485—Paragraph 121, lines 7 to 8; read:
feet in the approach to the basin from Lake Superior; thence in May 2003, 23.9 feet in the basin.
(DD 4212) 42/03

Page 488—Paragraph 163, lines 13 to 14; read:
revetted dredged canal. In 2000-October 2002, the controlling depth was 16.8 feet (24.1 feet at ...
(DDs 4002-07) 42/03

Page 489—Paragraph 173, lines 4 to 5; read:
to the upper end of Portage Lake. In 2001-October 2002, the controlling depth was 17.4 feet (23 feet at midchannel) ...
(DDs 3999-4001) 42/03

Page 493—Paragraph 227, lines 4 to 8; read:
breakwaters are marked by lights. In June 2002, the controlling depth was 7.8 feet (9.7 feet at midchannel) in the entrance channel to the inner basin, thence a depth of 8 feet was in the basin (except for lesser depths along the edges),

thence 7.4 feet in the inner harbor channel.
(DD 3998) 42/03

Page 495—Paragraph 251, lines 6 to 10; read:
S side. In October 2002, the controlling depths were 10 feet in the entrance channel to the S basin, thence 8.1 to 10 feet in the S basin (except for shoaling to 4.9 feet near the W edge of the basin); thence 4.4 feet to 10 feet in the N basin (except for shoaling to 2.6 feet in the N half of the basin entrance.)
(DD 3995) 42/03

Page 497—Paragraph 290, lines 5 to 10; read:
outer end of the E pier is marked by a light. In May-October 2002, the controlling depth was 13.7 feet in the entrance channel to the inner basin; thence 14 feet in the basin, thence 5.9 feet in the E inner channel and 4 feet in the S inner channel. The S inner channel ...
(DD 3997) 42/03

Page 508—Paragraph 373, lines 5 to 6; read:
about 0.2 mile long. In June 2003, the controlling depth was 5.4 feet (7.1 feet at midchannel) to the head of the ...
(DD 4341) 42/03

Page 509—Paragraph 379, lines 7 to 8; read:
the N and E limits of the area. In October 2002, the maneuvering area had depths of 26.4 to 30 feet.
(DD 3996) 42/03

Page 511—Paragraph 414, lines 6 to 11; read:
the inner breakwater are marked by lights. In May 2003, the main harbor basin had depths of 14 to 16 feet, thence depths of 4.5 to 8 feet were available in the small-craft basin (except for lesser depths along the S edge.)
(DD 4342) 42/03

**COAST PILOT 7 35 Ed 2003 Change No. 10
LAST NM 39/03**

Page 163—Paragraphs 2532 to 2533; read:
(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;
(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and
(8) Monitors the voyage plan required by §164.80.
(CL 879/03; FR 04/29/03) 42/03

Page 163—Paragraph 2534, line 4 to Paragraph 2535, line 1; read:
are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

- (a) The owner, master, or operator of each towing ...
(FR 4/29/03; CL 879/03) 42/03

Page 163—Paragraph 2544, line 3; read:
of chafing gear; and of the winch brake, if installed.

COAST PILOT 7 (Continued)

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard Local Notice to Mariners for the port of departure, all ports of call, and the destination;

(2) Current and forecast weather, including visibility, wind, and sea state for the port of departure, all ports of call, and the destination (also see paragraphs (a)(7) of §164.78 and (b) of §164.82);

(3) Data on tides and currents for the port of departure, all ports of call, and the destination, and the river stages and forecast, if appropriate;

(4) Forward and after drafts of the barge or barges and under-keel and vertical clearances (air-gaps) for all bridges, ports, and berthing areas;

(5) Pre-departure checklists;

(6) Calculated speed and estimated time of arrival at proposed waypoints;

(7) Communication contacts at any Vessel Traffic Services, bridges, and facilities, and any port-specific requirements for VHF radio;

(8) Any master's or operator's standing orders detailing closest points of approach, special conditions, and critical maneuvers; and

(9) Whether the towing vessel has sufficient power to control the tow under all foreseeable circumstances.

(CL 879/03; FR 04/29/03)

42/03

COAST PILOT 7 35 Ed 2003 Change No. 11

Page 205—Paragraph 3454; insert after:

§334.865 Naval Air Station North Island, San Diego, California, Restricted Area.

(a) *The area.* The waters within an area beginning at 32°42'55.0"N., 117°11'30.5"W.; to 32°42'57.0"N., 117°11'22.5"W.; to 32°42'56.0"N., 117°11'19.0"W.; to 32°42'49.0"N., 117°11'08.5"W.; to 32°42'44.5"N., 117°11'06.5"W.; and thence to 32°42'40.0"N., 117°11'06.5"W.

(b) *The regulation.* (1) The restricted area shall not be open to swimming, fishing, water-skiing, mooring or anchorage.

(2) Dragging, seining, other fishing operations, and

other activities not under the direction of the United States, which might foul underwater installations within the restricted area, are prohibited.

(3) All tows entering the restricted area shall be streamed and shortened to the seaward of the area and towing appendages and catenaries shall not be dragged along the bottom while proceeding through the area.

(4) All vessels entering the restricted area shall proceed across the area by the most direct route and without unnecessary delay.

(5) No vessel or craft of any size shall lie-to or anchor in the restricted area at any time other than other than a vessel operated by or for components, or other vessels authorized by Commander, Navy Region Southwest, or his/her designee.

(6) When security conditions dictate, Naval security forces may impose strict enforcement of stand-off distances within the restricted area. This enforcement will not prevent utilization of navigable channels, but will serve to control its use in order to protect vital National interests.

(c) *Enforcement.* The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commander, Navy Region Southwest, and such agencies or persons as he/she may designate.

(FR 6/26/03)

42/03

COAST PILOT 7 35 Ed 2003 Change No. 12

Page 181—Paragraph 3050; insert after:

§165.1318 Security and Safety Zone Regulations, Large Passenger Vessel Protection, Portland, OR Captain of the Port Zone.

(a) *Notice of enforcement or suspension of enforcement.* The large passenger vessel security and safety zone established by this section will be enforced only upon notice by the Captain of the Port Portland. Captain of the Port Portland will cause notice of the enforcement of the large passenger vessel security and safety zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public including publication in the **Federal Register** as practicable, in accordance with 33 CFR 165.7(a). Such means of notification may also include but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners. The Captain of the Port Portland will issue a Broadcast Notice to Mariners and Local Notice to Mariners notifying the public when enforcement of the large passenger vessel security and safety zone is suspended.

(b) *Definitions.* As used in this section—

Federal Law Enforcement Officer means any employee or agent of the United States government who has the authority to carry firearms and make warrantless arrests and whose duties involve the enforcement of criminal laws of the United States.

Large Passenger Vessel means any vessel over 100 feet in length (33 meters) carrying passengers for hire including, but not limited to, cruise ships, auto ferries, passenger ferries, and excursion vessels.

Large passenger vessel security and safety zone is a regulated area of water, established by this section, surrounding large passenger vessels for a 500 yard radius that is

COAST PILOT 7 (Continued)

necessary to provide for the security and safety of these vessels.

Navigable waters of the United States means those waters defined as such in 33 CFR part 2.

Navigation Rules means the Navigation Rules, International-Inland.

Official Patrol means those persons designated by the Captain by the Port to monitor a large passenger vessel security and safety zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone and take other actions authorized by the Captain of the Port. Persons authorized as Federal Law Enforcement Officers to enforce this section are designated as the Official Patrol.

Oregon Law Enforcement Officer means any Oregon Peace Officer as defined in Oregon Revised Statutes section 161.015.

Public vessel means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.

Washington Law Enforcement Officer means any General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, or Specially Commissioned Washington Peace Officer as defined in Revised Code of Washington section 10.93.020.

(c) *Security and safety zone.* There is established a large passenger vessel security and safety zone extending for a 500 yard radius around all large passenger vessels in the navigable waters of the United States, in Portland, OR at the Columbia River Bar "C" buoy and extending eastward on the Columbia River to Kennewick, WA and upriver through Lewiston, ID on the Snake River.

(d) *Compliance.* The large passenger vessel security and safety zone established by this section remains in effect around large passenger vessels at all times, whether the large passenger vessel is underway, anchored, or moored. Upon notice of enforcement by the Captain of the Port Portland, the Coast Guard will enforce the large passenger vessel security and safety zone in accordance with rules set out in this section. Upon notice of suspension of enforcement by the Captain of the Port Portland, all persons and vessels are authorized to enter, transit, and exit the large passenger vessel security and safety zone, consistent with the Navigation Rules.

(e) *Navigation Rules.* The Navigation Rules shall apply at all times within a large passenger vessel security and safety zone.

(f) *Restrictions based on distance from large passenger vessel.* When within a large passenger security and safety zone, all vessels shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 100 yards of a large passenger vessel that is underway or at anchor, unless authorized by the on-scene official patrol or large passenger vessel master.

(g) *Requesting authorization to operate within 100 yards of large passenger vessel.* To request authorization to operate within 100 yards of a large passenger vessel that is underway or at anchor, contact the on-scene official patrol or large pas-

senger vessel master on VHF-FM channel 16 or 13.

(h) *Maneuver-restricted vessels.* When conditions permit, the on-scene official patrol or large passenger vessel master should:

(1) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large passenger vessel in order to ensure a safe passage in accordance with the Navigation Rules; and

(2) Permit commercial vessels anchored in a designated anchorage area to remain at anchor with 100 yards of a passing large passenger vessel; and

(3) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of an anchored large passenger vessel.

(i) *Stationary vessels.* When a large passenger vessel approaches within 100 yards of any vessel that is moored or anchored, the stationary vessel must stay moored or anchored while it remains within the large passenger vessel's security and safety zone unless it is either ordered by, or given permission by the Captain of the Port Portland, his designated representative or the on-scene official patrol to do otherwise.

(j) *Exemption.* Public vessels as defined in paragraph (b) of this section are exempt from complying with paragraphs (c), (d), (f), (g), (h), and (i), of this section.

(k) *Enforcement.* Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section applies, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective enforcement of this section in the vicinity of a large passenger vessel, any Federal Law Enforcement Officer, Oregon Law Enforcement Officer or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR 6.04-11. In addition, the Captain of the Port may be assisted by other federal, state or local agencies in enforcing this section.

(l) *Waiver.* The Captain of the Port Portland may waive any of the requirements of this section for any vessel or class of vessels upon finding that a vessel or class of vessels, operational conditions or other circumstances are such that application of this section is unnecessary or impractical for the purpose of port security, safety or environmental safety.

§165.1401 Apra Harbor, Guam—safety zones.

(a) The following is designated as Safety Zone A—The waters of the Pacific Ocean and Apra Outer Harbor encompassed within an arc of 725 yards radius centered at the center of Wharf H. (Located at 13°27'47"N. and 144°39'01.9"E. Based on World Geodetic System 1984 Datum)

(b) The following is designated Safety Zone B—The waters of Apra Outer Harbor encompassed within an arc of 680 yards radius centered at the center of Naval Wharf Kilo. (Located at 13°26'43"N., 144°37'46.7"E. Based on World Geodetic system 1984 Datum)

(c) *Special regulations.* (1) Section 165.23 does not apply to Safety Zone A and/or Safety Zone B, except when Wharf H and/or Naval Wharf Kilo, or a vessel berthed at Wharf H

COAST PILOT 7 (Continued)

and/or Naval Wharf Kilo, is displaying a red (BRAVO) flag by day or a red light by night.

(2) In accordance with the general regulations in 165.23 of this part, entry into these zones is prohibited unless authorized by the Captain of the Port, Guam.

§165.1402 Apra Outer Harbor, Guam—regulated navigation area.

(a) The following is a regulated navigation area—The waters of the Pacific Ocean and Apra Outer Harbor enclosed by a line beginning at

13°26'47"N., 144°35'07"E; thence to Spanish Rocks at

13°27'09.5"N., 144°37'20.6"E; thence along the shore-

line of Apra Outer Harbor to

13°26'28.1"N., 144°39'52.5"E (the northwest corner of Polaris Point); thence to

13°26'40.2"N., 144°39'28.1"E; thence to

13°26'32.1"N., 144°39'02.8"E; thence along the shore-line of Apra Outer Harbor to Orote Point at 13°26'42"N., 144°36'58.5"E; thence to the beginning. (Based on WGS 84 Datum)

(b) Regulations:

(1) Except for public vessels of the United States, vessels may not enter Apra Outer Harbor without permission of the Captain of the Port if they have on board more than 25 tons of high explosives.

(2) Except for vessels not more than 65 feet in length, towboats or tugs without tows, no vessel may pass another vessel in the vicinity of the Outer Harbor entrance.

(3) Vessels over 100 gross tons shall:

(i) Steady on the entrance range at least 2 miles west of the entrance when approaching Apra Outer Harbor and;

(ii) [Reserved]

(iii) Steady on the range when departing Apra Outer Harbor.

(4) Vessels may not anchor in the fairway. The fairway is the area within 375 feet on either side of a line beginning at

13°26'47.0"N., 144°35'07.0"E; thence to

13°27'14.1"N., 144°39'14.4"E; thence to

13°26'35.2"N., 144°39'46.4"E; thence to

13°26'30.8"N., 144°39'44.4"E. (Based on WGS 84 Datum)

(5) Vessels over 100 gross tons may not proceed at a speed exceeding 12 knots within the harbor.

(6) No vessel may leave Apra Outer Harbor until any inbound vessel over 65 feet in length has cleared the Outer Harbor Entrance.

(FR 9/12/03; 33 CFR 165)

42/03

COAST PILOT 7 35 Ed 2003 Change No. 13

Page 118—Paragraphs 1555 to 1557; read:

(i) The draw need not open from 7 a.m. to 9 a.m. and from 3:30 p.m. to 6:30 p.m. from April 30 to September 1 and from 7 a.m. to 10 a.m. and from 3:30 p.m. to 7 p.m. from September 1 to April 30.

(ii) The draw need open only on the hour and half hour

from 12:30 to 3:30 p.m. and from 6 p.m. to 6:30 p.m.

(FR 9/9/03)

42/03

Page 311—Paragraph 43, lines 6 to 7; read:

Buoy SF and San Francisco South Traffic Lane Lighted Bell Buoy S (37°39'00"N., 121°41'42"W.).

(LL/03)

42/03

Page 407—Paragraph 259, line 1; read:

Cape Meares Light (45°29'11"N., 123°58'42"W.), 232 ...

(33/03 CG13; LL/03)

42/03

Page 454—Paragraph 159, line 1; read:

Destruction Island Light (47°40'28"N., 124°29'13"W.),

...

(33/03 CG13; LL/03)

42/03

**COAST PILOT 8 25 Ed 2003 Change No. 10
LAST NM 39/03**

Page 89—Paragraphs 966 to 967; read:

(6) Knows the speed and direction of the current, set, drift, and tidal state for the area to be transited;

(7) Proceeds at a safe speed taking into account the weather, visibility, density of traffic, draft of tow, possibility of wake damage, speed and direction of the current, and local speed-limits; and

(8) Monitors the voyage plan required by §164.80.

(CL 879/03; FR 04/29/03)

42/03

Page 89—Paragraph 968, line 4 to Paragraph 969, line 1; read:

are entered in the log or other record carried on board.

§164.80 Tests, inspections, and voyage planning.

(a) The owner, master, or operator of each towing ...

(FR 4/29/03; CL 879/03)

42/03

Page 90—Paragraph 978, line 3; read:

of chafing gear; and of the winch brake, if installed.

(c) Towing vessels described in paragraphs (b) (1) through (4) of §164.01 are exempt from the voyage-planning requirements outlined in this section. If any part of a towing vessel's intended voyage is seaward of the baseline (i.e., the shoreward boundary) of the territorial sea of the U.S., then the owner, master, or operator of the vessel, employed to tow a barge or barges, must ensure that the voyage with the barge or barges is planned, taking into account all pertinent information before the vessel embarks on the voyage. The master must check the planned route for proximity to hazards before the voyage begins. During a voyage, if a decision is made to deviate substantially from the planned route, then the master or mate must plan the new route before deviating from the planned route. The voyage plan must follow company policy and consider the following (related requirements noted in parentheses);

(1) Applicable information from nautical charts and publications (also see paragraph (b) of §164.72), including Coast Pilot, Coast Guard Light List, and Coast Guard

42/03